



Date: March 24, 2008
To: Sherry Sirwaitis, Case Manager
CC: Robert Halls, Robert J. Halls and Associates
Reference: Parmer Center TIA, C14-2007-0225

The Transportation Review Section has reviewed the Traffic Impact Analysis for the Parmer Center Center, dated September 2007, prepared by Robert Halls, Robert J. Halls and Associates, and offers the following comments:

TRIP GENERATION

Parmer Center development is located in north Austin at the northwest intersection of Parmer Lane and Dessau Road. The property is currently undeveloped and zoned Development Reserve (DR) and Single Family Standard Lot (SF-2). The applicant has requested a zoning change to low density Multi-family (MF-2) and Community Commercial (GR). The applicant proposes a mix of uses including multi-family, an office park and several fast food restaurants. The estimated completion of the project is expected in the year 2009.

Based on the standard trip generation rates established by the Institute of Transportation Engineers (ITE), the development will generate approximately 19,165 unadjusted average daily trips (ADT).

The table below shows the adjusted trip generation by land use for the proposed development:

Table 1. Trip Generation				
LAND USE	Size	ADT	AM Peak	PM Peak
Multi-family	380 units	2,434	186	222
Office Park	104,000 ft ²	1,191	224	232
Fast Food w/o Drive Thru	16,556 ft ²	933	430	276
Fast Food w/ Drive Thru	3,015 ft ²	4,409	76	50
Retail	29,769 ft ²	1,874	39	119
Bank w/ Drive Thru	4,263 ft ²	912	27	101
Hi-turnover Sit-Down Restaurant	4,000 ft ²	341	29	24
TOTAL		11,715	1,013	1,023

ASSUMPTIONS

1. Traffic growth rates provided by the CAMPO's 2007 – 2015 traffic projections were as follows:

Table 2. Growth Rates per Year	
Roadway Segment	%
Parmer Ln. (west of Harrisglenn Dr)	5.8%
Parmer Ln. central (at Yager Ln.)	3.0%
Parmer Ln. east (Samsung Blvd.)	6.7%
Dessau Rd north of Howard Ln.	3.7%
Dessau Rd. south of Howard Ln.	1%
Howard Ln. west	13.9%
Howard Ln east	17%
Shropshire Blvd.	1%
Braker Ln.	1.9%

2. In addition to these growth rates, background traffic volumes for 2005 included estimated traffic volumes for the following projects:

C814-98-0115.05	Pioneer Crossing PUD
C14-05-0065/SP-06-1691.SH	12409 Dessau Road
C14-05-0124	Dessau Market
SP-06-0800C	1605 E. Parmer Lane
SP-07-0041C	12228 Dessau Road

3. Reductions were taken for pass-by for the following uses:

Table 3. Summary of Pass-By and Internal Capture Reductions			
Land Use	Pass-By %		Internal Capture %
	AM	PM	
Fast w/ Drive Thru	50	50	5.0
Retail	45	55	5.0
Multi-family	0.0	0.0	2.0
Fast Food w/o Drive Thru	50	50	3.5
Bank w/Drive Thru	47	47	2.0
Hi-Turnover Sit-Down Restaurant	33	43	5.0

4. No reductions were taken for transit use.

EXISTING AND PLANNED ROADWAYS

Parmer Lane (FM 734) – Parmer Lane is a TxDOT maintained roadway built as a four lane divided arterial from Harris Ridge Blvd to Samsung Blvd. The 2025 AMATP identifies Parmer as a six lane expressway. There is no current schedule for the completion of this proposed upgrade; the current

cross-section is assumed for the build out of this project. Parmer is included in CAMPO's 2025 Bikeway Plan.

Braker Lane – Braker Lane east of Dessau Road is currently built as a four-lane divided roadway east of Dessau Road. It is not listed in the 2025 AMATP and is not in CAMPO's 2025 Bikeway Plan.

Harris Ridge Blvd – Harris Ridge is built as a four lane divided arterial north of Parmer Lane and as a six lane divided roadway south of Parmer Lane. The 2025 AMATP identifies Harris Ridge as a six lane divided arterial throughout the corridor. The roadway is not included in CAMPO's 2025 Bikeway Plan.

Dessau Road – Dessau Road is built as a four lane divided arterial north of Parmer Lane and as a six lane divided roadway south of Parmer Lane. The 2025 AMATP identifies Harris Ridge as a six lane divided arterial throughout the corridor. The roadway is included in CAMPO's 2025 Bikeway Plan.

Harrisglenn Drive – This roadway is identified as a neighborhood collector roadway north of Parmer Lane. No improvements were assumed for this roadway at the project's build-out. The roadway is not included in CAMPO's 2025 Bikeway Plan.

Samsung Blvd – This roadway is identified as a collector roadway with a four lane divided cross section south of Parmer Lane. No improvements were assumed for this roadway at the project's build-out. The roadway is not included in CAMPO's 2025 Bikeway Plan.

Howard Lane – Howard Lane is built as a four lane divided arterial west of Dessau Road and as a two lane undivided roadway east of Dessau Road. The 2025 AMATP identifies Howard Lane as a six lane major arterial west of Dessau Road and a four lane divided arterial east of Dessau Road. The roadway is included in CAMPO's 2025 Bikeway Plan.

INTERSECTION LEVEL OF SERVICE (LOS)

The TIA analyzed 13 intersections, 7 of which are or will be signalized. Existing and projected levels of service are as follows, assuming that all improvements recommended in the TIA are built:

Table 3. Level of Service						
Intersection	2007 Existing		2009 Forecasted		2009 Site + Forecasted	
	AM	PM	AM	PM	AM	PM
Harris Ridge Blvd/Parmer Ln/Tech Ridge Ln*	B	B	B	C	B	D
Harrisglenn Dr./Parmer Ln*	A	A	A	C	B	C
Driveway 2/Parmer Ln/Yager Ln						
- WB Left	B	B	B	B	B	B
- NB Left/Thru/Right	C	D	C	E	B	B
- SB Left	■	■	■	■	F	F
- SB Thru/Right	■	■	■	■	F	F
Dessau Rd/Parmer Ln*	F	F	F	F	F	F
Samsung Blvd/Parmer Ln*	A	A	A	A	A	A

Howard Ln/Dessau Rd*	F	E	D	C	D	D
Braker Ln/Dessau Rd/Shropshire Blvd*	C	C	D	B	D	C
Driveway 1/Parmer Ln	■	■	■	■	B	C
Driveway 3/Parmer Ln	■	■	■	■	B	B
Driveway 4/Dessau Rd	■	■	■	■	C	B
Driveway 5/Dessau Rd/Vet Clinic:	■	■				
- NB Left			■	■	B	B
- SB Left			A	C	A	C
- WB Left/Thru/Right			B	D	C	E
- EB Left/Thru/Right			■	■	C	C
Driveway 6/Dessau Rd	■	■	■	■	B	B
Driveway 7/Dessau Rd/Dessau Community Center Driveway:	■	■	B	D	D	D

* SIGNALIZED

** PROPOSED FOR FUTURE SIGNALIZATION WHEN WARRANTS ARE MET

RECOMMENDATIONS

1) Prior to 3rd reading at City Council, fiscal is required to be posted for the following improvements:

Intersection	Improvement	Pro Rata Share
Harris Ridge Blvd/Parmer Ln	Restripe/Widen NB leg to create a thru/right lane from the currently dedicated right turn lane	12.0%
Parmer Ln/Dessau Rd	EB leg: Restripe/widen to accommodate 2 lefts, 3 thru lanes and 1 dedicated right turn lane	3.0%
	WB leg: Restripe/widen to accommodate 2 lefts, 3 thru lanes and 1 dedicated right turn lane	5.9%
	NB leg: Restripe/widen to accommodate 2 lefts, 3 thru lanes and 1 dedicated right turn lane	15.6%
	SB leg: Restripe/widen to accommodate 2 lefts, 3 thru lanes and 1 dedicated right turn lane	20.2%
Howard Ln/Dessau Rd	EB leg: Restripe/widen to accommodate 2 lefts, 1 thru lane and 1 dedicated right turn lane	2.9%
	WB leg: Restripe/widen to accommodate 2 lefts, 2 thru lanes and 1 dedicated right turn lane	11.7%
	NB leg: Restripe/widen to accommodate 2 lefts, 2 thru lanes and 1 dedicated right turn lane	9.8%
	SB leg: Restripe/widen to accommodate 2 lefts, 2 thru lanes and 1 dedicated right turn lane	9.9%
Braker Ln/Dessau Rd/Shropshire	WB leg: Restripe/widen to accommodate 2 lefts, 1 thru lane and 1 dedicated right turn lane	7.1%

	NB leg: Restripe to accommodate 2 lefts, 2 thru lanes and 1 dedicated right turn lane	9.6%
	SB leg: Restripe to accommodate 2 lefts, 3 thru lanes and 1 dedicated right turn lane	13.1%
Driveway 7/Dessau Rd/Dessau Comm. Center Driveway	Install Signal	68.8%

- 2) Boundary street fiscal shall be posted for the upgrade of Parmer Lane and Dessau Road to six-lane divided arterials at the time of final plat subdivision or site plan process for the properties included in this TIA.
- 3) At the time of site plan or subdivision right-of-way shall be dedicated so that there is a total of 70 feet of right-of-way from the centerline of Dessau Road in accordance with the adopted 2025 AMATP.
- 4) Per TX Dot's memo dated March 7, 2008 Driveway 3 as identified in the TIA shall be a joint access driveway at the common property line.
- 5) The property directly to the north of the site shall be granted joint access to Driveway 7.
- 6) Two copies of the final TIA are required to be submitted prior to 3rd Reading at City Council.
- 7) Final approval from DPWT ~ Signals is required prior to 1st Reading
- 8) Development of this property should be limited to uses and intensities which will not exceed or vary from the projected traffic conditions assumed in the TIA, including peak hour trip generations, traffic distribution, roadway conditions, and other traffic related characteristics.

If you have any questions or require additional information, please contact me at 974-3428.



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 Watershed Protection and Development Review